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THE CENTER LINE
MONTANA HIGHWAY COMMISSION

Vol. III No. 3 April 1960

SPRING BREAK-UP

A combination of circumstances has led to one of the worst spring break-ups in many years on Montana's highways. First of all, the Armistice Day storm and the resultant extremely cold weather came at a time when there was already considerable amounts of moisture in the soil and a good portion of that snowstorm melted thereby adding to the moisture in and on the soil. Alternate freezing and thawing since then is given credit in preparing our roadways for the extensive damage by frost boils and break-ups.

Water gets into the sub-base of our highways either by filtration from the top through cracks or breaks in the surface or by capillary action. As the top portion of the sub-base begins to thaw, frost below presents adequate drainage and as a result the high moisture content in the soil reduces the effectiveness of the road base. Pumping action of vehicles passing over the highway also tends to suck water up into the road base and sometimes the gravel sub-base is replaced by muck. It doesn't take long then for damage to occur.

There isn't much the maintenance men can do to repair the damage until the moisture leaves the soil by natural courses. We can only keep the roadway graveled and keep the worst spots repaired. Permanent repair will be made at a later date.

Newer highways are much less subject to this action than older roads and some of the heaviest damage occurs on sections of roads which have been in use for 25 or 30 years when highways were built for much lighter loads.

INTERSTATE

As of April 1, there have been contracts awarded on 122 miles of Interstate Highway in Montana plus several contracts on structures. We have 165.9 miles of Interstate in the designing stage and economic surveys on an additional 301 miles.

We certainly wish there was some magic way to assuage the fears and trepidations of some of the businessmen in several of our cities that a bypass near their community will ruin their businesses.

All of the information that we have been able to gather - based upon actual experiences of other communities which have been bypassed - shows that the fears of those affected were groundless. Business increased in most instances due to the increased traffic generated by the new road and property values showed a remarkable increase.

Business men, dependent upon highway travelers, should not overlook the fact that a neat, clean and attractive place of business will draw customers and service and consideration will bring them back.

Certainly all businesses off the highway should leave no stone unturned to let the traveling public know that they will receive the best when leaving the highway and coming into their places of business.

NEAL TO NEBRASKA

It appears that Montana Highway-trained men are in demand as shown by the fact that several of our men have left to accept positions of higher authority and increased responsibility in other state highway departments. Our latest loss - and a gain for Nebraska - is Wayne Neal from the Right of Way appraisal section. He's due in Lincoln on April 4 to become rural appraiser.

PRE-QUALIFICATION BOARD

Montana's standard specifications require that "no contract will be awarded except to a responsible bidder capable of performing the work contemplated". In Order to ascertain the capabilities of prospective bidders, the highway department has established a pre-qualification board composed of the state highway engineer, construction engineer, bridge engineer, office engineer, specifications engineer and the chief accountant. The construction engineer and the bridge engineer are chairman and vice chairman respectively.

This board has been in existence for the last twenty years and passes on the applications of prospective bidders, taking into consideration the contractor's past experience, financial condition and his ability to meet the terms of the contract.

A contractor wanting to be pre-qualified merely submits the information requested on a department form at least 7 days prior to his bidding. His established rating remains in effect for the bidder's fiscal year but can be reviewed at any time if factors warrant a change in his statement.

Forty-two states have some sort of qualification but by being pre-qualified, there is no delay in awarding the contract once the bids have been opened.

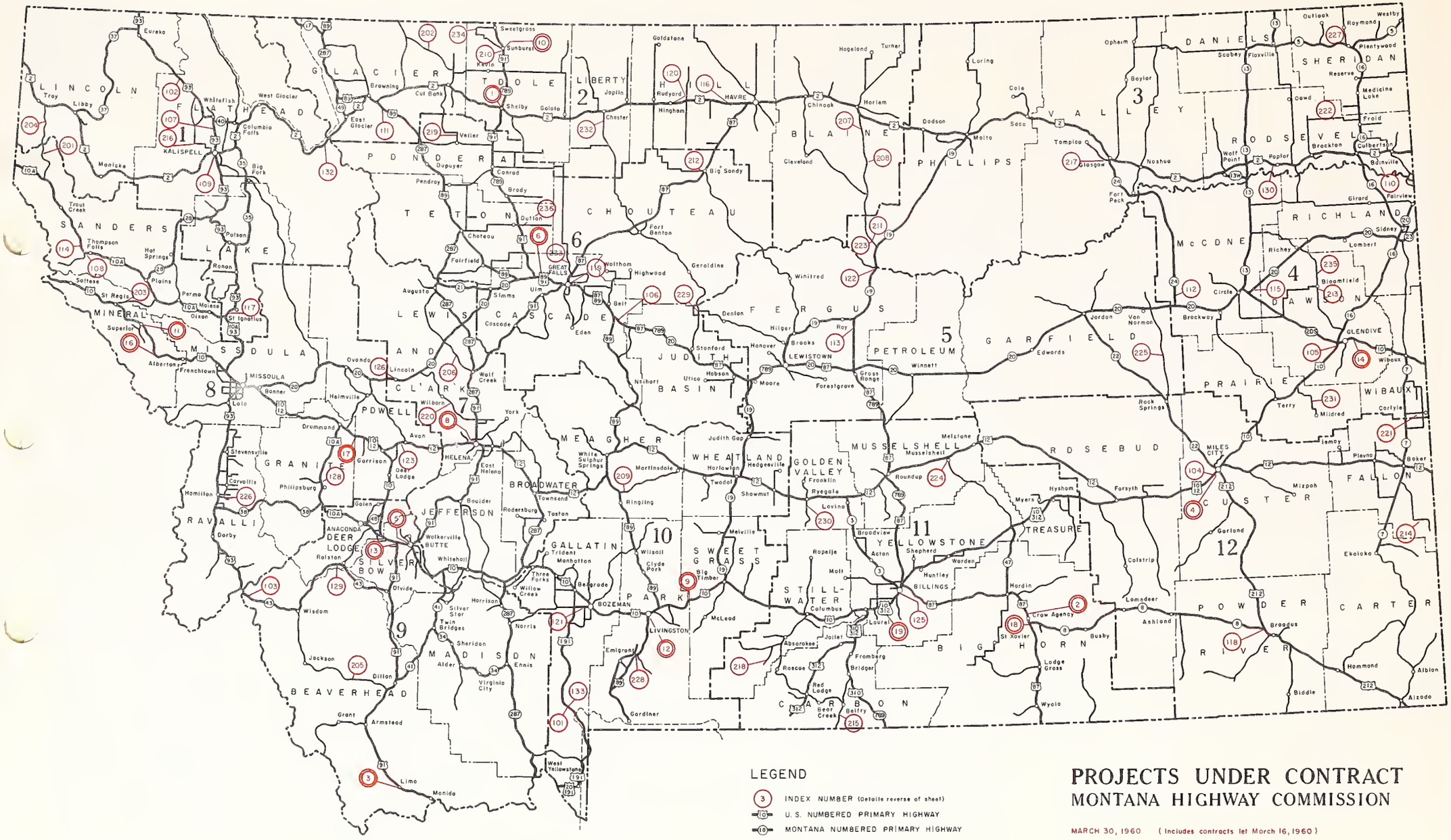
183 prospective bidders were pre-qualified by the Montana Highway Department in 1959 of which 86 were from Montana and 97 were from 17 other states. The State of Washington was represented by 23; South Dakota by 11; North Dakota by 9; and Minnesota by 8 with Idaho accounting for 7.

The aggregate basic ratings amounted to $2,076,852,000. and ranged from a low of $50,000. to $1,500,000,000. for U.S. Steel.

A simplified form is used for prospective bidders on right of way financing projects on primary and secondary jobs.

Inquiries regarding pre-qualification should be directed to Lehman Fox, who is the highway department's construction engineer and pre-qualification board head.

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I-IG-ING 15-8 (3) 351	9-1-60	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete and steel beam overpasses, two 360 foot G. N. Ry. and U. S. 2, one 276 foot U. S. 91 - North Shelby Interchange (US 91 - Shelby North)
2	IN 90-9 (5) 498 U 1 IN 90-9 (7) 508 U 1	6-1-60	11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix seal coat oiling and fencing (US 87 - Crow Agency North)
	I 90-9 (11) 498	4-30-60	11.6 miles grass seeding (US 87 - Crow Agency North)
3	I-IG-15-1 (9) 0	10-15-60	17.1 miles plant mix bituminous and seal coat oiling (US 91 - Monida thru Lima)
	I-IN 82-01 (6) U 1	4-30-60	5.0 miles grading, drainage, surfacing, and bituminous surface treatment (U. S. 91 - Lima Northwest)
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange, One 290 foot riveted plate girder bridge - Tongue River, Two prestressed concrete beam overpasses, One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement pacing, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West)
	I 94-4 (5) 127 U 2	11-15-60	8.5 miles fencing (U. S. 10 - Miles City West)
5	I 15-2 (9) 128	7-30-61	Five prestressed concrete beam overpasses. One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrison Avenue Interchange, One 210 foot Sheridan Street (U. S. 91 - In Butte)
6	I 15-5 (9) 275 U 1	9-15-60	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 91 - West of Great Falls)
	I 15-5 (9) 275 U 2	7-31-60	Three bridges, two 108 foot prestressed concrete beam - Manchester Interchange, one 219 foot steel girder - Vaughn Interchange, and two dual concrete slab junior grade separations (U. S. 91 - West of Great Falls)
	I 15-5 (9) 275 U 3	6-1-60	8.3 miles fencing (US 91 - West of Great Falls)
8	I-IG-ING 15-4 (4) 184 U1	11-30-60	1607 foot total length dual steel and concrete overpasses - G.N. Ry. & N.P. Ry. (US 91 - Helena)
9	I 117 (10) U 2	7-15-60	4.0 miles (1.6 miles four lane divided) grading, drainage, surfacing and plant mix oil (U. S. 10 - East of Livingston)
10	I-IG 15-8 (6) 379 U 1	7-30-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - G.N. Ry. One 168 foot prestressed concrete beam - Sunburst Interchange - Overoasses (U. S. 91 - Sunburst North)
	I-IG 15-8 (6) 379 U 2	8-15-60	4.2 miles fencing and cattleguards (US 91 - Sunburst North)
11	I 90-1 (5) 46	8-31-60	Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (US 10 - North and South of Superior)
	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation. (US 10 - North and South of Superior)
	I 90-1 (6) 43 U 2	7-31-60	Three prestressed concrete beam bridges, two 153 foot - Superior Interchange, one 168 foot - Cedar Creek (U. S. 10 - At Superior and East)
	I 90-1 (6) 43 U 3	10-1-60	6.7 miles fencing and cattleguards (U. S. 10 - North and South of Superior)
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston)
13	I-ING 15-2 (8) 118	11-1-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 ft. B.A.&P. Ry.CMST P&P RY, NP RY, and Clark Fork (US 91 - West of Butte)
14	I 94-6 (2) 216	7-1-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive)
16	I 90-1 (4) 60 U 1	7-1-60	5.0 miles (2.0 miles four lane) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - Southeast of Superior)
	I 90-1 (7) 60 U 1	5-30-60	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior)
	I 90-1 (11) 60	4-30-60	5.0 miles grass seeding (U. S. 10 - Southeast of Superior)
17	I 90-3 (3) 157 U 1	6-30-60	9.6 miles four lane, grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - East of Drummond)
	I 90-3 (9) 157	4-30-60	9.6 miles grass seeding (U. S. 10 - East of Drummond)
	I 90-3 (5) 157 U 1	5-30-60	9.6 miles signing and delineation (U. S. 10 - East of Drummond)
18	I 90-9 (10) 498 U 1	6-1-60	18.1 miles signing and delineation (U. S. 87 - Crow Agency North and South)
19	I 90-8 (8) 438 U 1	9-1-60	6.4 miles four lane grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses & Beet Dump Separation (U. S. 10 - West of Billings)
	I 90-8 (8) 438 U 2	10-1-60	6.4 miles fencing (U. S. 10 - West of Billings)
	FEDERAL AID PRIMARY PROJECTS		
101	FHP 42-K2, L3	1960	8.9 miles grading, drainage, surfacing, bituminous surface treatment and two concrete girder bridges, one 122 foot - West Gallatin River, one 105 foot - Taylor Fork (U. S. 191 - South of Bozeman)
102	FHP 12-A4, B3, C2	1960	14.0 miles of surfacing, bituminous plant mix and seal coat oiling (U. S. 93 - Southeast of Eureka)
103	FHP 20-A	1960	7.8 miles (1.0 miles in Idaho) grading, drainage and 38 foot reinforced concrete girder bridge - Trail Creek (Montana 43 - West of Wisdom)
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West)
105	U 121 (3) & F 130 (15) U 1	6-30-60	2.7 miles (2.3 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - (U. S. 10 - Glendive Southwest)
106	F 235 (26) U 1	7-1-60	5.3 miles grading, drainage, surfacing, plant mix and seal coat oiling (U. S. 87 - Southeast of Belt)
107	F 100 (8) F 270 (9) & F 270 (10)	7-1-60	14.6 miles (7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (U. S. 93 and Montana 40 - Whitefish - South)
108	FHP 6 D5	5-30-60	2.0 miles fencing (U. S. 10 A - Thompson Falls West)
109	U 58 (23) U 257 (14) U 1, F 270 (7) U 1	10-1-60	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell)
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson)
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East)
	F-FG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South)
111	F 190 (3)	7-15-60	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 87 - Southeast of Browning)
112	F 315 (13) U 1	9-30-60	8.3 miles grading and drainage (Montana 24 - Junction Montana 20 North)
	F 315 (13) U 2	9-30-60	One 205 foot prestressed concrete beam bridge - Timber Creek (Montana - 24 -Junction Montana 20 North)
113	F 333 (23) U 1	9-30-60	11.8 miles grading, drainage, and surfacing (North of Grass Range)
	F 333 (23) U 2	9-30-60	One 92 foot prestressed concrete beam bridge (North of Grass Range)
114	F-F-90 (4) FH	7-31-60	949 foot steel and concrete bridge - Clark Fork (US 10 A relocation - West of Thompson Falls)
	FHP 6-D5	1960	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (US 10 A relocation - West of Thompson Falls)
115	F 391 (11) U 1	9-1-60	9.1 miles grading and drainage (Montana 20 - East of Circle)
	F 391 (11) U 2	7-31-60	Two 88 foot treated timber bridges - Buffalo Springs Creek and Cottonwood Creek (Montana 20 - East of Circle)
116	F-FG 95 (11) U 1	9-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Havre)
117	F 192 (8), F 194 (4), F 197 (6) & F 63 (7)	6-1-60	16.7 miles (14.5 miles grading, surfacing) (8.5 miles drainage), plant mix, seal coat oiling and traffic delineation (U. S. 10 A & 93 - North and South of St. Ignatius)
118	DF 198 (4), F 334 (15) U 2, & DF 334 (16)	6-1-60	20.4 miles grading, drainage, soil cement stabilization, plant mix and seal coat oiling (US 212 & Montana 8 - Broadus West)
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - G.N. Ry. and Missouri River (U.S. 87 Bypass - Great Falls North)
120	F 132 (7)	9-1-60	12.7 miles (9.0 miles grading, drainage and surfacing) plant mix bituminous and seal coat oiling (U. S. 2 - Hingham East and West)
121	F 76 (6), F 203 (7)	10-15-60	13.1 miles (6.9 miles grading, drainage and surfacing) plant mix bituminous and seal coat oiling (U. S. 91 - Bozeman West and South)
122	F 333 (24)	7-31-60	19.9 miles surfacing, plant mix and seal coat oiling (Montana 19 - From 4.5 miles south Missouri River North)
123	F 249 (13)	9-30-60	1.2 miles grading, drainage and surfacing (U. S. 12 - East of Garrison)
125	F-FG 228 (14)	6-1-60	1711 foot prestressed concrete bridge - N.P., G.N., & C.B.&Q.RR. (US 10 - Billings)
	F 228 (18)	6-1-60	0.3 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 10 - Billings)
126	F 267 (10)	7-10-60	16.5 miles surfacing and plant mix bituminous oiling (Montana 20 - Lincoln East and West)
128	F 78 (7)	6-16-60	9.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 A - north of Philipsburg)
129	F 43 (14) U 1	8-31-60	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder - Big Hole River (Montana 43 - East and West of Ralston)
	F 43 (14) U 2	9-30-60	1.9 miles grading, drainage, surfacing and bituminous surface treatment of approaches to bridges on F 43 (14) U 1. (Montana 43 - East and West of Ralston)
130	F 84 (26)	6-15-60	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - Poplar West)
132	FHP 13-I5, J3	1960	4.0 miles grading, drainage and surfacing (U. S. 2 - Southwest of East Glacier)
133	FHP 42 J6, K3, L4	1960	16.8 miles plant mix bituminous surfacing and seal coat oiling (U. S. 191 - South of Bozeman)
	FEDERAL AID SECONDARY PROJECTS		
201	FHP 5-A1, B	1960	9.1 miles grading and one 79 foot concrete slab bridge - Bull River (South of Troy)
202	S 185 (2)	6-15-60	32.1 miles surfacing, plant mix bituminous and seal coat oiling (North of Cut Bank)
203	S 216 (2)	6-30-60	3.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (St Regis - Northeast)
204	S 38 (6)	7-15-60	5.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (South of Troy)
205	S 35 (9)	9-30-60	5.0 miles grading, drainage and surfacing (West of Dillon)
206	S 228 (1)	7-1-60	17.8 miles grading, drainage, surfacing and bituminous surface treatment (Wolf Creek - Northwest)
207	S 187 (1) U 1	6-15-60	12.6 miles grading, drainage, surfacing and bituminous surface treatment (South of Harlem)
208	S 187 (2) U 1	6-1-60	14.0 miles of grading, drainage, surfacing and bituminous surface treatment (South of Harlem)
209	S 14 (8)	8-31-60	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling - (Northeast of Ringling)
210	S 366 (5)	7-30-61	0.5 mile surfacing, plant mix bituminous and seal coat oiling (In Sunburst)
211	DS 187 (5)	4-30-60	6.4 miles grading, drainage and surfacing (South of Harlem)
212	S 219 (4)	9-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling - (Big Sandy - West)
213	S 32 (9)	7-1-60	10.0 miles surfacing, plant mix bituminous and seal coat oiling (North and South of Bloomfield)
214	S 51 (5)	9-1-60	5.9 miles grading, drainage and surfacing (Southeast of Baker)
215	S 136 (1)	9-1-60	10.5 miles grading, drainage and surfacing (Belfry South)
216	S 157 (2)	7-1-60	10.4 miles plant mix bituminous surfacing and seal coat oiling (Kalispell West)
217	S 257 (3)	9-15-60	Three bridges - one 400 foot riveted plate girder, Milk River - one 120 foot concrete T beam, Cherry Creek - One 75 foot treated timber trestle (Glasgow West)
	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow West)
218	S 175 (1)	7-1-60	6.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Southwest of Absarokee)
219	S 193 (3)	7-1-60	7.4 miles grading, drainage, surfacing, plant mix bituminous oiling (Valier Northwesterly)
220	S 2 (7)	8-1-60	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn Southeast)
221	S 95 (3)	6-30-60	7.0 miles grading, drainage, surfacing & one 100 foot treated timber bridge - Beaver Creek (Carlyle)
222	S 200 (4)	10-15-60	2.5 miles grading, drainage, surfacing and bituminous surface treatment. One 110 foot concrete T beam bridge - Smoke Creek (West of Froid)
223	S 187 (7)	5-1-60	4.2 miles grading, drainage, and surfacing (South of Harlem)
224	S 236 (6) U 1	6-30-60	One 193 foot prestressed concrete beam bridge - Musselshell River (At Musselshell)
225	S 258 (2)	7-31-60	1.2 miles grading, drainage and one 225 foot prestressed concrete beam bridge - Little Dry Creek - (North of Rock Springs)
226	S 227 (3)	9-30-60	3.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hamilton Southeast)
	S 227 (1)	6-30-60	953 rods of fencing (255 rods resetting and 698 rods new) (Hamilton Southeast)
227	S 313 (4)	7-1-60	15.6 miles plant mix bituminous and seal coat oiling (Plentywood North)
228	S 273 (2)	9-30-61	One 360 foot riveted plate girder bridge (Northeast of Emigrant)
229	S 307 (8)	8-15-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Lengthen and widen existing treated timber bridge to 250 foot - Arrow Creek. (North of Stanford)
230	S 71 (3)	8-1-60	5.0 miles grading, drainage and surfacing. One 63 foot treated timber bridge - Fish Creek (Ryegate South)
231	S 201 (3)	9-1-60	4.9 miles grading, drainage and surfacing (North of Mildred)
232	S 303 (4)	9-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Chester South)
233	S 312 (2) S 336 (2)	10-1-60	5.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (North of Great Falls)
	S 312 (2) S 336 (2)	6-30-60	Reset fencing, cattleguard etc. (North of Great Falls)
234	S 366 (7)	11-1-60	6.3 miles grading, drainage and surfacing (West of Sweetgrass)
235	S 32 (10)	9-15-60	9.9 miles surfacing, plant mix bituminous and seal coat oiling (North of Bloomfield)
236	S 90 (2)	10-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Dutton East)



LEGEND

- (3) INDEX NUMBER (details reverse of sheet)
- 10 U. S. NUMBERED PRIMARY HIGHWAY
- 18 MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

MARCH 30, 1960 (Includes contracts let March 16, 1960)

CONTRACTS AWARDED MARCH 16TH

PROJECT	AWARDED TO	AMOUNT OF BID
F 76(6) and F 203(7) Gallatin Gateway- South Bozeman Road	Richardson Contruction Co. Miles City, Montana	$ 254,048.96
F 249(13) Garrison-Helena (slide Area) Road	Stanley H. Arkwright, Inc. Billings, Montana	165,321.60
S 32(10) Glendive-Richey Road	R. J. Sundling Livingston, Montana	156,405.15
S90(2) Dutton-East Road	Mountain Construction Co. Missoula, Montana	278,057.32
ROW S 227(1) Hamilton-Southeast Road	Bohleen & Duke Wilsall, Montana	3,088.90
SMP 1599 Crushing and Stockpiling	William W. Strever Billings, Montana	124,470.00
Total March Lettings		$ 981,391.93
Total Previous Lettings		10,435,745.05
ACCUMULATIVE TOTAL TO DATE		$ 11,417,136.98

Our core drilling and testing crew is shown here drilling near Butte to obtain samples of footings for an overpass on the Butte urban section of the Interstate.

Highway Department's Middle Management Training School "grads" after receiving their certificates for completion of work with Dr. Paul Blomgren, who headed the school and Mr. R. A. Neill, Montana Power veep, who spoke on public relations.

Left to Right - First Row: R. A. Neill, Fred Wells, T. H. Ratchford, G. B. Woodahl, Paul Blomgren, L. A. Horvick, A. C. Quinnell, Ross Henry, L. W. Brown. Second Row: G. B. Barrett, C. A. McGiffin, B. T. Randall, G. E. Flemming, A. E. Harcharik, E. J. Vollmer, Third Row: M. L. Lahn, G. A. Learn, G. W. Tippett, J. R. Beckert, H. J. Price. Fourth Row: J. P. McGhee, W. F. Ashton, R. J. Rountree, J. A. Poole, Ray Spurzem, Mel Rygg, J. K. Lawrence.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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